

FINAL MEETING MINUTES
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSIT COMMITTEE

Tuesday January 17, 2017
Maricopa Association of Governments; Saguaro Room;
302 N. 1st Avenue, Suite 200
Phoenix, Arizona

MEMBERS ATTENDING

#ADOT: Sarah Wuertz for Clem Ligocki	*Paradise Valley: Jeremy Knapp
Avondale: Kristen Taylor, Vice Chair	Peoria: Stuart Kent
Buckeye: Andrea Marquez	Phoenix: Maria Hyatt, Chair
Chandler: Jason Crampton for RJ Zeder	*Queen Creek: Vacant
El Mirage: Jose Macias	Scottsdale: Gregory P. Davies for
Gila River Indian Community, Greg McDowell	Madeline Clemann
#Gilbert: Nichole McCarty for Kristin Myers	Surprise: Martin Lucero
Glendale: Kevin Link for Debbie Albert	#Tempe: Robert Yabes
*Goodyear: Christine McMurdy	*Tolleson: Vacant
#Maricopa: David Maestas	Valley Metro: Abhishek Dayal
Maricopa County DOT: Reed Kempton	#Youngtown: Grant Anderson
Mesa: Jodi Sorrell	

* Members neither present nor represented
by proxy.

Participated (or attended) by teleconference
+ Participated (or attended) by videoconference

OTHERS PRESENT

Audra Koester Thomas, MAG	Jeff Martin, Chandler/Mesa
Marc Pearsall, MAG	Joe Bowar, Phoenix
Alice Chen, MAG	Albert Crespo, Phoenix
Teri Kennedy, MAG	Ken Kessler, Phoenix
	Jesus Sapien, Phoenix
	David Kohlbeck, Surprise
	Steve Wilcox, AECOM
	Vanessa Spartan, Wilson & Co.

1. Call to Order

The meeting was called to order at 2:03 p.m. by Chair Maria Hyatt. She welcomed everyone in attendance and announced that a quorum was present. She noted that several members were joining the meeting by teleconference: Sarah Wuertz for Clem Ligocki of ADOT, Nichole McCarty for Kristin Myers of Gilbert, David Maestas of Maricopa, Robert Yabes of Tempe, and Grant Anderson of Youngtown. She asked if there were any public comment cards, and there being none, proceeded to the next item on the agenda.

2. Approval of Draft November 15, 2016 Meeting Minutes

Chair Hyatt inquired if there were any comments or corrections to the Draft November 15, 2016 Minutes. Hearing no comments, she called for a motion to approve the Draft November 15, 2016 Minutes. Kevin Link of Glendale moved to approve the motion, Jason Crampton of Chandler of seconded, and the motion passed unanimously. Chair Hyatt then proceeded to the next item on the agenda.

3. Call to the Audience

Chair Hyatt stated that she had not received any request to speak cards from the audience and moved onto the next item on the agenda.

4. Transit Planning Report

Chair Hyatt introduced the MAG Transit Planning Project Manager, Audra Koester Thomas.

Ms. Koester Thomas explained that the MAG Regional Transit Framework Study Update project work had been initiated with the Nelson\Nygaard team, mostly in data collection and project administrative activities. She added that it was a largely a technical update of the 2010 study and that updates would be provided to the Transit Committee and briefings with stakeholders will be facilitated at key milestones. She also noted that the MAG Regional Commuter Rail System Study Update had been finalized for the contract negotiations with the AECOM team. It too was largely a technical update of the 2010 Regional Commuter Rail System Study and that members would be receiving an email update from Marc Pearsall in the coming weeks regarding the project schedule.

She also explained that ADOT's Tucson-Phoenix Passenger Rail Study had received its Record of Decision (ROD) from the Federal Railroad Administration in January 2017. This concluded six years of study with the completion of the Tier 1 EIS process, but it also enabled ADOT to proceed into the Tier 2 EIS phase. However at present there was no state or federal funding allocated for the project.

She also added that Valley Metro and City of Phoenix had received their Finding of No Significant Impact (FONSI) from the Federal Transit Administration for the South Central light rail corridor project. The report followed an extensive environmental review of the light rail extension and the environmental clearance enables the project to move forward in its development and affirms the opening date of 2023.

Ms. Koester Thomas further noted that on January 24, 25 and 31, the I-10/I-17 “Spine” Corridor Master Plan public meetings would take place and that an online interactive map and comment form was available at spine.azmag.gov, with a comment period open until February 17, 2017. She also stated that MAG was working with Ron Brooks on a presentation for the Mobility Center at a future meeting as well as an Ability360 facility tour for the Committee.

Chair Hyatt thanked Ms. Koester Thomas and asked if there were further questions or comments regarding the agenda item. Hearing no further comments, she proceeded to the next item on the agenda.

5. Regional Transit Survey Review

Chair Hyatt invited Ms. Alice Chen of MAG to brief the Committee on the Regional Transit Survey.

Ms. Chen explained that in 2017, MAG staff, in coordination with the MAG Transit Committee, the City of Phoenix and Valley Metro/RPTA began to develop the FY 2017 Program of Projects (POP) and FY 2018-2022 Transportation Improvement Program (TIP) and a Regional Transit Survey. The programming principles followed the guidelines approved by the MAG Regional Council on March 27, 2013, which were subsequently amended on June 22, 2016. She further explained that Per Section 802 of the Programming Guidelines, a Regional Transit Survey was to be conducted during TIP programming cycles to best understand the needs of the region. The survey was sent out on November 29, 2016, and responses were due to MAG on December 9, 2016.

Ms. Chen then gave an overview of the survey process, components and criteria. The draft of the transit programming schedule occurred in November/December 2016, with MAG and Valley Metro staff coordinating on the Transit Life Cycle projects, followed by MAG and member agencies conducting the Regional Transit Survey. She noted that January 17, 2017's Transit Committee began the review of the draft FY2017 (2018) Transit Program of Projects, followed by the review of the draft FY 2018-2022 TIP Transit Element of TIP.

Further, she said that recommended approval of regionally significant project changes would occur at the February 21, 2017 Transit Committee meeting, with review and/or recommend listing of ADA projects requested for funding. Additionally, recommended approval of draft FY 2018-2022 Transit Element of the TIP would occur on March 2, 2017, with an advertised listing of projects, updated POP, draft RTP for the Mid-Phase Public hearing. On March 14, 2017, the Mid-Phase public hearing would occur, and on April 18, 2017 would see the Mid-phase public involvement process. The final-phase public hearing would take place on May 9, 2017, followed by the June 28, 2017 Regional Council approval of the TIP, POP, and RTP.

She then explained the details of the criteria for the transit surveys. They included the following elements: project descriptions, project title, project location (if any), project description, total project cost, funding amount request, and project partners. Further items included performance criteria, how does the project improve transit for the region, safety, state of good repair, quality of life, service improvement, and accessibility to transit. Other evaluation criteria included: project readiness/milestone dates, please provide information related to critical deadlines, design: start, completion, NEPA: start, completion, construction start, completion, and final draw down date.

Ms. Chen then reviewed the projects that were submitted by the member agencies and gave brief summaries of their details. She noted that the Interstate 10/Interstate 17 (I-10/I-17) direct access bus/rail freeway ramp would cost a total of \$18,800,000 for Valley Metro in 2017; bus expansion and bus capital was \$66,925,000 for City of Phoenix in 2018; digital signs at transit centers would cost \$105,000 for ITS and the City of Phoenix by December 2019; the creation of a back-up/fail over site would be \$450,000 for ITS and the City of Phoenix for March 1, 2017; the electronic media wall for the downtown Operations Control Center was \$35,000 for ITS and City of Phoenix; the immediate bus stop enhancement project and bus stop/accessibility, was \$3,400,000 for City of Phoenix in 2018; the Grand Avenue Limited/Express service improvements for operating for the City of Surprise in 2018. Additionally, she advised that City of Peoria was requesting a late entry project for the list and that it would be presented by Mr Kent.

Mr. Sapient of Phoenix advised that there was an Operations Control Center (OCC) media wall expansion project. The OCC managed 400 buses in peak-hour revenue service and also provided regional transit oversight, training functions and a variety of media/programs to monitor real-time bus operations such as OrbCAD, HASTUS, Traffic Cameras, Zonar, Local news feeds/alerts. The goal of the enhanced media wall hardware was to increase functionality and interface with multiple technology applications in order to improve real-time decision making. Further, interactive digital signs, added the latest technology to improve Transit Center and passenger experience. The touch screen displays, empowered passengers by enabling them to map routes and trips, providing real-time transit information in conjunction with a new regional CAD/AVL system. The broadcasting of passenger messaging such as events, service impacts, detours also created an advertising platform.

Additional information was given on the bus replacement and service expansion: From October 2016/April 2017 there was no expansion fleet in the immediate years, with the same buses running longer, and accumulating miles faster. The fleet status featured 23 buses that had exceeded their useful lives, but were not funded for replacement until 2020; 39 buses were nearing the end of their useful lives (within 6-12 months), but were not funded for replacement until 2021. Additional details were presented on the Business Continuity/Disaster Recovery. The business continuity and disaster recovery for critical regional transit systems included CAD/AVL, HASTUS and a paratransit scheduling system, with current infrastructure support for a primary site for the systems. A failover/secondary site for business continuity and disaster recovery would improved uptime for regional transit systems in case of failure, with transition seamless to customers and end users.

Mr. Bowar of Phoenix then presented on the Phoenix 2050 shade proximity plan as an ASU industrial design collaboration effort. The proposed Bus Stop Shade & ADA Improvements Plan included a full bus stop inventory, with a breakdown of different configurations: stops with other shade, stops with no shade & inadequate infrastructure; right-of-way challenges; and bus stop

improvements shade type and ridership. The new shade structures and ADA improvements would prioritize stops by: ADA compliance & accessibility; ridership; degree of difficulty to purchase ROW; and leverage other city departments' capital improvement projects. Phoenix would collaborate with ASU to create new bus stop shade designs: featuring direction (e.g., west facing bus stop), and providing more shade. Additional funding would supplement the existing bus stop program, and allow ASU student designs to become reality.

A more aggressive approach with improved shade design would be engages, with collaboration with ASU School of Industrial Design. Four faculty and two classes engaged students to submit design concepts in early November 2016, with city staff and ASU faculty evaluating concepts. Students became 'interns' to work with city staff, ASU faculty and design engineers, from model to refined concepts, manufacture prototypes, and install new structures. It was a win – win for riders and students. Mr. Kent commented that fundamental static art was sometimes in the eye of the beholder, but Mr. Bowar replied that the functional design would include both professional and community input. Mr. Crampton offered his interest in participating with a proto type in fall 2017.

Mr. Dayal of Valley Metro then presented on the I-10/I-17 Direct Access Bus Ramp Project. He noted that the project purpose was to create a link between the median of I-10 (Papago Freeway) to I-17 South bound frontage road (Black Canyon Freeway). He added that buses serve downtown Phoenix via the State Capitol in the morning and that evening travel originates in downtown. He noted that the ramps would decrease peak period travel times for bus riders. It had been recommended as one of early action improvements by MAG Regional Council in June 2012 as part of Capitol/I-10 West LRT Extension. The entire project was estimated to cost \$18.8 million in 2016 dollars, with Valley Metro requesting \$10 million (53%) through the MAG Urbanized Area funding process and the remaining \$8.8 million from the Public Transportation Fund. The planning process, conceptual design would continue in Spring 2017, with a revised Categorical Exclusion (CE). Valley Metro was coordinating with ADOT and Phoenix on the next steps.

Ms. Sorrell of Mesa asked that once the ramps were open would the express routes be able to continue to use and share them with light rail, or would they be diverted back to the downtown route. Mr. Dayal replied that 10 bus routes would use the bus ramp as an interim time savings, but may divert back to downtown once light rail is open. Ms Sorrell offered concern that it appeared that the benefit for bus riders would be temporary under that operating scenario.

Mr. Lucero of Surprise then presented on the express bus, enhancements for the Routes 571, 573 and 575. The project would include service and input by the cities Surprise, El Mirage, Glendale, Peoria, and Phoenix. The modifications to the express routes would be related to the finding and cost assumptions of Grand Ave Transit Study Final Report. He added that safety benefits included preventing the current overcrowding and possible standing of commuters by adding additional services, ride options and time savings to commuters. Chair Hyatt commented that bus expansion frequency on Grand Avenue should ensure that the scheduled interlining with east-west and north-south arterial routes be evaluated for the optimal connectivity.

Mr. Kent of Peoria then presented on the new City of Peoria project request. He requested \$1 million in 2018 for bus stop improvements on 83rd Ave. He noted that Peoria had 47 stops in need of

improvement, but currently did not have additional funding in the TIP for the project. Ms. Chen advised that different scenarios for this option would be presented in February.

Chair Hyatt again thanked Ms. Chen, all of the agency presenters, and the committee members and asked if there were further questions or comments regarding the agenda item. Additional commentary by Chair Hyatt occurred with a request to add the Peoria project request to the overall action in the affirmative. Hearing no further comments, she called for a motion to approve the amended agenda item. Mr. Lucero of Surprise moved to approve the amended motion, Mr. Dayal of Valley Metro seconded, and the motion passed unanimously. Chair Hyatt then proceeded to the next item on the agenda.

6. Recommended Fiscal Year 2017 Program of Projects, Working Draft Fiscal Year 2018 Program of Projects and Fiscal Year 2018-2022 Transportation Improvement Program

Chair Hyatt invited Ms. Chen of MAG to continue with presenting the additional item. She explained that in fiscal year 2017, MAG staff, in coordination with the MAG Transit Committee, the City of Phoenix and Valley Metro would be developing the FY 2017 Program of Projects (POP) and FY 2018-2022 Transportation Improvement Program (TIP). She advised that the Program of Projects was developed annually and ensures that the public was informed and has continued involvement in the development of the Transportation Improvement Program. Per MAG's Public Participation Plan, the MAG public participation process satisfies the grantee's public participation requirements for the POP. She then referred the members to the attachment #2.

Ms. Chen then reviewed some of the key elements of the draft TIP project listings attachment: FY 2017 – 2021 project listings with updated with Federal Administration and Federal Highway Administration apportionments; the TIP was updated with Draft FY 2022 Transit Life Cycle projects listings; Laveen Park-and-Ride cost restored from \$2,800,710/\$169,290 federal/regional to \$4,970,453/\$1,234,323 due to the savings no longer being realized from being part of the South Mountain Freeway project. This reflected the original cost of the project.; bus capital expansion originally programmed in FY 2017 moved to FY 2022 (due to the cost of Laveen Park and Ride)

She also explained that unless there were project deferrals or close-out funding available, FY 2017-2021 was fully programmed to projected federal apportionment: There was \$1.5 Million set-aside in fiscal years 2018-2021 available for future discussions on programming priorities. Priorities may include restoring the Job Access and Reverse Commute program or to continue funding ADA related and/or bus stop accessibility improvements; Federally allocated funds for ADA Accessibility/Achieving Transit Access Now (ATAN) would be swapped out with regional Public Transportation Funds (PTF). This swap would not increase or decrease funding to PTF but would instead allow agencies to utilize ATAN funds without needing to meet federal requirements; Avondale-Goodyear Urbanized Area funding discussions were on-going. FY 2022 was currently under programmed by approximately \$3 million. She then concluded by noting the next steps, which included reconciling the programming priorities with federal funded projects and the Transit Life Cycle program projects for FY 2017-2022 and that action would be required for the February Transit Committee agenda.

Chair Hyatt again thanked Ms. Chen and asked if there were further questions or comments regarding the agenda item. Hearing none, she proceeded to the next item on the agenda.

7. Changes to a Regionally Significant Project within the Draft FY 2018-2022 Transportation Improvement Program, Draft 2040 Regional Transportation Plan, and Amendment to the FY 2017-2021 MAG Transportation Improvement Program and Amendment to the Draft 2035 Regional Transportation Plan, and Will Undergo Necessary Air Quality Conformity Analysis.

Chair Hyatt invited Marc Pearsall of MAG to present the item. He explained that the Tempe Streetcar project required revision of its opening date to 2020 from 2019. He noted that the action would more closely align with the Federal Transit Administration (FTA) funding allocations, the vehicle delivery and the project delivery schedule for Tempe and Valley Metro. He briefly referred to the attachment and presentation for reference and noted that the item was on the agenda for action to: change the revised opening date for Tempe Streetcar within the Draft FY 2018-2022 Transportation Improvement Program, Draft 2040 Regional Transportation Plan, and Amendment to the FY 2017-2021 MAG Transportation Improvement Program and Amendment to the Draft 2035 Regional Transportation Plan, and will undergo necessary air quality conformity analysis.

Chair Hyatt again thanked Mr. Pearsall and asked if there were further questions or comments regarding the agenda item. Hearing no further comments, she called for a motion to approve the item. Vice Chair Taylor of Avondale moved to approve the motion, Mr. Dayal of Valley Metro seconded, and the motion passed unanimously. Chair Hyatt then proceeded to the next item on the agenda.

8. Request for Future Agenda Items

Chair Hyatt asked the members of the Committee if there were any issues or topics that they would like added as future agenda items. Hearing no further comments, Chair Hyatt proceeded to the next item on the agenda.

9. Next Meeting Date

Chair Hyatt thanked those in attendance and announced that the next scheduled meeting of the MAG Transit Committee, if needed, would be held on Tuesday, February 21, 2017, at 2:00 p.m. in the MAG Office, Saguaro Room.

There being no further business, she adjourned the meeting at 3:14 p.m.